

MOTORING

BY HOWARD S. FISK.

MANY southern cities are making preparations to entertain delegates and visitors en route to and from the American road congress which convenes in Atlanta the week of November 9. Chattanooga was the first to tender its hospitality to the good roads congress. The chamber of commerce and the automobile club of that city united in an invitation to the good roads visitors to spend Saturday, November 14, in Chattanooga, visiting points of historic and scenic interest. Arrangements have been made to provide automobiles to convey the visitors over the historic battlefields of Chickamauga and Mission Hill and up Look-out and Signal mountains. An opportunity will be afforded of inspecting one hundred miles of government boulevard in addition to the splendid streets and roads in Chattanooga and Hamilton county. For those who travel over land in their automobiles the members of the automobile club will act as pilots and will personally direct them to the principal points of interest to tourists. During their stay in Chattanooga the good roads visitors will be the guests of the city.

There are many of the southern cities rich in historic interest and possessing at the same time many interesting features from the standpoint of the road builder and the engineer, and it is quite probable that thousands of the delegates and visitors to the road congress will avail themselves of the opportunity to visit the southern cities such as Chattanooga, Savannah, Raleigh, Charleston, Mobile, Birmingham, Nashville, Charlotte, and Richmond, on the line of travel to and from Atlanta. To many of the visitors from New England, the northwestern and the far western states, the visit to the south will be a new experience. At the headquarters of the congress in this city the list of accredited delegates already includes representation from forty states and it is freely predicted that this year's road congress will have by far the largest attendance of any public welfare meeting this year.

Studebaker Leads in Detroit.

According to figures recently given out by the Michigan department of labor, the Studebaker Corporation employs the largest force of men among the Detroit automobile manufacturers, being exceeded in this respect by but one in Michigan—this one outside the corporate limits of the automobile metropolis.

Hudson Designer Here.

Howard E. Coffin, designer of Hudson automobiles, spent several days in the National Capital last week. While here he was the guest of Charles W. Semmes and Howard K. Kneess, local distributors for that car.

250-Mile-a-Day Test.

With bonnet sealed under the personal direction of Mayor Carter H. Harrison of Chicago, and with W. G. Hasley of Pittsburgh and Frank Zirbes of Glidden four pathfinding fame at the wheel, a Mitchell 1915 thirty-five-horsepower Light Four will be sent away the first of this week on a reliability test, said to be more strenuous than any ever demanded of a high-speed motor type of automobile anywhere in the world.

Mr. Hasley and Mr. Zirbes will essay driving 250 miles a day for a period of thirty consecutive days, traversing a total of 7,500 miles of highways between Chicago and the Atlantic coast. Both Mr. Hasley and Mr. Zirbes recently set the record in the Mitchell Special Six, when they drove 2,583 miles in 120 hours through the hills of Pennsylvania without a stop of the motor.

A Stearns Visitor.

R. H. Williams, sales manager of the F. B. Stearns Company of Cleveland, was in Washington last week investigating applications to handle the new line of light Stearns-Knight cars.

Detroit Electric Delivery.

A model 51 Detroit electric brommer of the clear vision type was delivered a few days ago to M. J. Lawrence. The car is finished in blue and upholstered in blue leather and is equipped with rear seat drive. It is the first of the worm-driven type to be delivered in this city.

Returns From Ocean City.

T. R. Bourne of the sales staff of the Potomac Motor Car Company returned a few days ago from Ocean City, N. J., where he has been spending the summer.

Will Sell Chevrolets.

Carville Ray Morgan, second baseman of the Washington base ball club, will join the sales staff of the Henderson-Rowe Auto Company at the conclusion of the base ball season, and will sell Chevrolet cars. He has placed his order for a 1914 Chevrolet "baby grand" touring car.

AUTOMOBILES

Detroit
EMERSON & ORNE
3007 H Street. Phone Main 7000.

Cadillac
Georgias Drive, Simsbury, Conn.
bills. Display room, 1801 14th st. n.w. We invite your inspection. Phone N. 1352.
CARTER SALES CO., INC.

OLDSMOBILE
OAKLAND MOTOR CARS
Pollock Car Corporation
Tel. N. 7837-S. 1018 Conn. Ave.

Packard
The Luttrell Co., Tel. West 505.
Service Station, 1214 N. H. Ave. N.W.

Maxwell-Jeffery
H. B. LEAHY, JR. Agent.
Tel. N. 4324. 1521-23 14th St. N.W.

CADILLAC
BAKER ELEC.
The Cook & Stoddard Co.
1124-26 Conn. Ave. Phone N. 7016.

Turnobile
SALESROOM AND SERVICE STATION
Tel. North 102. 1613 14th St. N.W.

BUICK CAR WINS TWO FIRST PRIZES

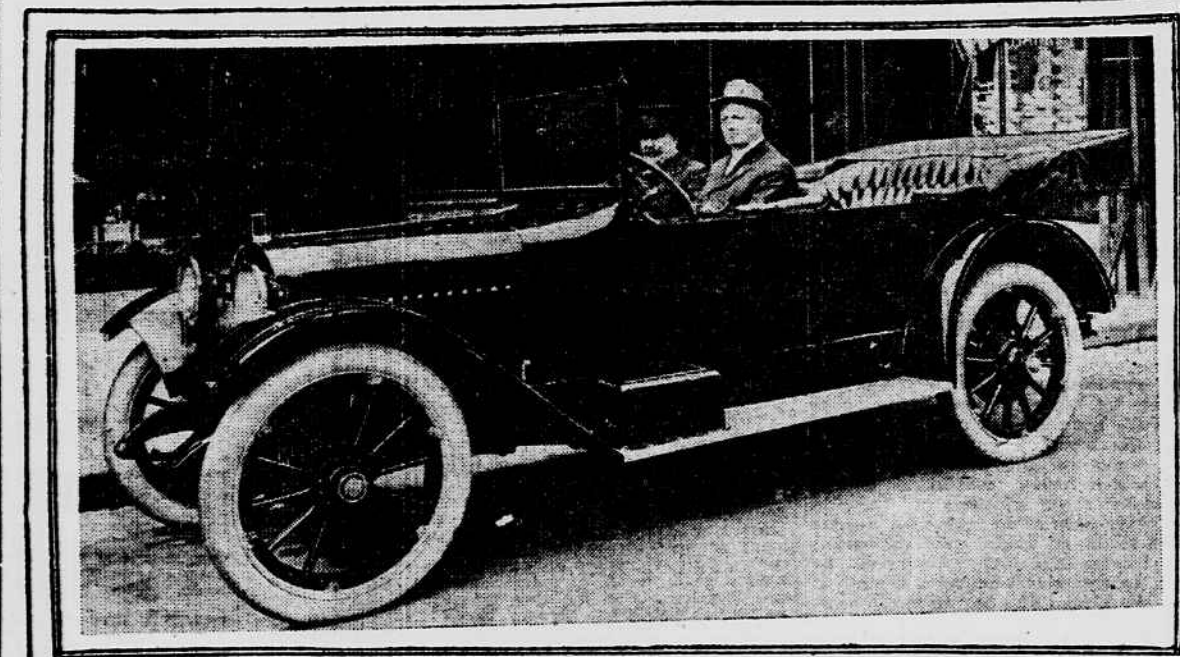
Also Ties for Third Place in Endurance and Economy Tests in Wisconsin.

TWENTY-FIVE MILES ON GALLON OF FUEL

Car Kept Running at All Times With Four Passengers and Extra Equipment.

In one of the most severe endurance and economy tests ever staged in this country and for the second time in the annual Wisconsin State Automobile Association event, a Buick won two first prizes and tied for the third. The distance of the run was slightly more than 500 miles and was a stock event. In 1910 a Buick won in this same

1915 HUPMOBILE HAS MANY NEW FEATURES.



C. M. DOW AND ENOS S. HARNDEN

In 1915 Hupmobile touring car, which arrived in the National Capital last week. Among the new features of the car are the one-man top; Westinghouse electric starting and lighting system; valve springs running in a bath of oil; 110-lb wheel base; rear light, which throws a light six feet to facilitate backing the car; provision for changing steer from left to right hand drive in twenty-five minutes; extra long springs; flexible motor; new type headlights and stream line body.

event—the only one out of the twenty-two entered to come in with a perfect score. Again in 1912, a Buick finished with a perfect score and tied for first place. In the sweepstakes event for the classic Sebring trophy, the Buick scored a thousand points in the road score, a thousand points in the gasoline economy score and 995 points in the technical examination, being penalized five points for a loose nut in a floor board and a loose nut on the wind shield. Out of a possible score of 3,000 points Buick scored 2,995 points, its nearest competitor losing by thirteen points.

In the fuel economy test for the Wisconsin motorist trophy the Buick averaged 24.8 miles per gallon of gasoline for the entire distance.

Four Persons Carried in Car.

The motor was required to be kept running all times, four persons were carried in the car, together with two extra tires on demountable rims in addition to the regular equipment. A mistake was made in running whereby the Buick went about four miles out of the way, which was a total loss in the mileage reckoning. In this final economy test the Buick was the car was considered in awarding the prize.

Following is the summary of the Wisconsin motorist trophy contest:

Car-Model	Weight	Used, per gal.
Buick 37-C	3,810	20.5
Jeffery	3,084	27
Franklin M-6-30	3,810	24
Stearns	3,074	23.5
Studebaker	3,290	28
Chevrolet Royal Mail	2,684	18.5

In the contest for the Milwaukee Free Press trophy for the best reliability score, the Buick made a perfect score and was tied with five others. In awarding this cup it was decided to engrave the names of the six cars tied for first place on the cup and draw lots for it. When it came to a matter of luck in the drawing Dame Fortune did not smile on Emil Hokenanson, the Buick driver, this cup going to Eddie Schank, who drove a Studebaker touring car.

Chevrolet Deliveries.

Purchasers of Chevrolet cars last week included the following: Charles E. Beale, C. A. Maboo, Dr. George W. Wood, Robert Wells and A. W. Miller "Royal Mail" roadsters and the Farmers Supply Company a "baby grand" touring car.

Maxwell Deliveries.

Maxwell "25" touring cars were delivered during the past week to Dr. G. H. Irving and I. W. Butkley.

Attended Annual Convention.

F. N. Prendergast, manager of the local Pierce-Arrow branch of the Foss-Hughes Company, returned Thursday from Buffalo, N. Y., where he attended the first annual convention of the company, which covered a period of three days during the early part of the week.

Purchase Franklin Cars.

Among those who purchased and received their six-cylinder 1915 Franklin touring cars, factory equipped, were Mrs. Bertha D. Flanagan and E. W. Davis, both of this city.

Chevrolet in Fuel Contest.

A Royal Mail model Chevrolet roadster operated over the roads of Central Park, New York, ran 37.9 miles on a measured gallon of gasoline last week. The test was observed by J. E. Schipper and was carried out under strictly touring conditions. The average speed maintained was 21.6 miles per hour. The brakes were used frequently, owing to traffic conditions along the course. An 8 per cent grade was driven over several times during the test.

AUTOMOBILE FASHIONS.

One of the prettiest new wraps is a white corduroy Norfolk coat, without sleeves and with a pale blue corduroy cape, hip length, over it.

Silk sweaters for men come in attractive colors and seem to have made a "hit." Woman's silk sweaters are shown in a new broad weave that is most fascinating. The deep ribbing holds them close about the waist and hips.

One of the latest cape coats is of velvet, dainine in brown and black diagonal stripes. The bronze shaded lining and the black and bronze buttons are the only trimmings.

Llama hats in the Tyrolean shape are very comfortable for cool night traveling. They are trimmed with a woven band finished with a fluffy tassel.

Motor silk, Cortez crepe, pongee and silk mohair are all to be used for women's dust coats. The raglan model seems to be the favorite.

Rain hoods in the shape of monks' cowls come to match the various waterproof materials, and are rather becoming to young faces.

Vacuum jars, with dark metal exteriors, holding pints, quarts or gallons, are popular for salad, soup or cooked meals for carrying. These extra carriers take up but little space in the automobile.

One of the small leather cases for pocket use has a toothbrush, tube of powder and a small comb.

Mask goggles have light frames and nose and cheek mask of pongee. They

wood browns, are a spring fad. They are in the raglan model and have big smoked pearl buttons by way of finish. Hats to match, with stitched brims, are worn with them. The gloves also match.

Among the soft silk bonnets there is one of changeable silk, with long pointed tabs at the back that may be crossed and tied loosely under the chin. Long silk tassels depend from the points.

The sailor hat, with the scarf of patent leather or suede, in black or white, is to be worn extensively with the outgoing suits of linen crash and other wash materials.

An odd pocket toilet case for men holds one military brush, comb, scissors, file and polisher. The cover contains a mirror.

Of the fashions in goggles there seems to be no end. Some have leather masks that protect nose, mouth and ears and others have silk masks, but those that are best liked have imitation shell frames with dust protectors at the sides.

Capes in dust-colored plaids with bright linings are the best sort of extra wraps for touring. They are three-quarter length and fasten close at the throat.

Soft hannel shirt waists for women come in tailored models to be worn with the tweed suits. They have the new long pointed collars for the four-in-hand ties.

The eleven-ounce "first-aid" kit, has all the medicines in tubes. It is compact, light and complete.

Two new veils are worthy of mention, one being a silk striped chiffon with half of the width plain white, so that the other does not interfere with vision. The other is a Shetland finished chiffon, with half the width of the plain white Shetland.

OWNERS OF AUTOMOBILES RESSENT DISCRIMINATION

Declare Through National Association That Double Taxation Is Unjust.

A million and a half of automobile owners are becoming quite generally agreed that road users should not be divided into taxed and untaxed classes. Through its executive board, on which every state is represented, the American Automobile Association, at the September session, renewed consideration of the subject, taking action that leaves no doubt as to its position.

The adopted report of a special committee, named at the semi-annual meeting of the entire association, Chairman H. A. Bonnell sets forth that in only four states is it possible to make the registration tax in lieu of the personal tax. The association remains opposed to the payment of the two taxes, designated as "a constitutional infringement of the principles of equal taxation and the rights of the citizens of a state who own automobiles."

Deny Excessive Destruction.

Referring to the general tendency to increase both the registration tax and automobile values when taxed as personal property, the committee confutes the assumption that any double tax is justified because of so-called excessive destruction of the roads, which it asserts is not borne out by the actual facts; and, furthermore, it is held that automobiles have an equal right with all other vehicles to the free use of the public highways, built and maintained by general taxation.

The proposal by Congress to add an additional cent to the tax for purposes of revenue is claimed to be "unjustified and unfair, and would be a species of special taxation upon a measure of transportation which has become of such common use that it would be burdensome and detrimental to the interests of the people at large."

Favors Wheel Tax.

Calling attention to the presence of other vehicles which share in the wearing out of the public highways, the committee concludes with the following resolution:

"Resolved, That while maintaining as a matter of principle and of right and justice its position against the double taxation of automobiles, the American Automobile Association recommends the passage of an act by the legislatures of the several states placing a wheel tax on all vehicles that use the public highways, such tax to be in proportion to the present fees paid by the owners of motor-driven vehicles. The association agrees to use its efforts through state and local clubs and among automobile owners generally throughout the United States to continuously and persistently urge this legislation, and also such other necessary legislation until all license fees in excess of the cost of automobiles shall be abolished."

President John A. Wilson presided at the A. A. A. meeting, and he will head a special delegation which will represent the association at the American Road Congress, to be held in Atlanta, Ga., during the week of November 3. This delegation will include former Presidents Robert P. Hooper of Pennsylvania and L. R. Speare of Massachusetts. First Vice President H. M. Rowe of Maryland and Chairman George C. Diehl of the national good roads board.

An Oldsmobile Delivery.

A model 42, five-passenger Oldsmobile "Light Six" was delivered last week to R. W. Bolling. The car is finished in Brewster green, with natural wood wheels, and is electrically equipped.

New Hudson on Display.

The first of the 1915 seven-passenger Hudson touring cars of the "Big Six" type arrived in this city last week and was placed on display in the salesroom of the Semmes-Kneess Company.

Now Driving a Hupmobile.

Dr. A. M. Gibbs is the latest purchaser of a 1915 Hupmobile touring car, electrically equipped. The car, which was delivered Friday, is finished in blue and black, with maroon running gear.

SAYS ADVERTISEMENT HAD WONDERFUL EFFECT

"Opportunity and Optimism" Inspired National Confidence, According to Studebaker Official.

That one newspaper advertisement can inspire national confidence, bring money into circulation and make work for men's hands and brains to do has been fully proven by the recent campaign of the Studebaker Corporation, declares Vice President E. R. Benson, in reviewing the results of the recent advertisement, "Opportunity and Optimism," which appeared in The Star and other publications over the country.

This advertisement was unique in that it did not even mention the Studebaker motor car, and alluded in only an incidental way to the corporation itself. Its text was an appeal to patriotism, a review of constructive legislation and an analysis of America's obligation to the world in the present conditions of war in Europe. Mr. Benson admitted that the effect of the advertisement surpassed the highest hopes of his organization.

"The first response came from the newspapers themselves," said he. "The fact that Studebaker was willing to spend thousands of dollars in doing its share toward a strengthening of national confidence found editors and publishers in hearty accord. Hundreds of them complimented us, and through editorial and news columns, helped us drive home the truths we had emphasized in the advertisement."

"Then came telegrams from presidents and officials of other large organizations. They agreed with us that the spirit shown in our advertisement will make America to an increasing degree the commercial and industrial ruler of the world."

"Other manufacturers followed with advertising of a similar order. Retail merchants caught the spirit—talked it and bought space in their local papers to extend their audience. The advertisement was even reproduced for political purposes."

"In a general way conditions have brightened, the list of unemployed has grown smaller and money has circulated more freely."

A Chandler Delivery.

A 1915 "light weight" Six, Chandler touring car, electrically equipped, was delivered yesterday to Commander Adelbert Althouse, United States Navy.

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Ride in Any Other "Light Six"—then Ride in the Chalmers

Even if you know comparatively little about automobiles—you simply cannot help recognizing the clear cut superiority of the Chalmers over any other "light six."

The extra value in the Chalmers has made this car the fastest selling "Light Six" at its price on the market. Its superiority is so evident that more than 4000 men have already selected this 1915 model.

You will note the superiority first in the greater grace of the clean-sweeping lines, in the greater beauty of detail and the more skilled workmanship in the upholstery and the finish.

Then as you drive this great car farther and further you will begin to appreciate the greater ease and comfort, the almost absolute absence of vibration or jarring even when going over rough roads.

You will recognize, too, the greater power and flexibility of the master motor as it takes steep hills smoothly and surely; as it goes through heavy sand and mud without the slightest cessation of speed.

This Car Performs Equally Well on the Boulevard and on the Country Road

There's many a car that looks well and rides well on the smooth boulevard. But only a car built on the Chalmers principle of "Quality First" will give the same service over rough country roads.

Make whatever car you buy prove its mettle under conditions so rigorous that it must show its real quality. You may never have to meet those same conditions in all the time you drive the car but you'll know that you own a real automobile—not a pet of the pavement.

ZELL MOTOR CAR CO.
Phone Main 6097 1405 H St. N.W.

On Territory Trip.

R. C. Smith of the Smith-Trew Motor Car Company left Thursday in a 1915 Reo touring car on a week's territory trip through Maryland, Virginia and West Virginia.

Reo Cars Sold.

Sales of 1915 Reo touring cars were reported yesterday, as follows: Waldon W. Fawcett, Harry Schlegel and O. W. Wine.

Enjoying Her Ford Car.

Among the recent purchasers of Ford cars is Mrs. Ben Shreve of Dickerson, Md., who has recently received her Ford touring car.

Goodyear Manager Returns.

George T. Howard, manager of the Washington branch of the Goodyear Tire and Rubber Company, returned Friday from an extended trip through Virginia. He reports trade conditions good in the Old Dominion.

Takes Waverley Agency.

The Pollock Car Corporation closed a contract yesterday afternoon to handle the Waverley electric line in the National Capital. George M. Chencheir, southern representative for the Waverley line arrived here yesterday from Indianapolis, and will spend several weeks here with the new local representatives.

New Oakland Cars for 1915

Five Models—Four and Sixes

NEW OAKLAND cars for 1915 reflect the combined buying powers of the acknowledged leaders in the automobile industry. New Oakland values are guaranteed by the past success of these men. New Oakland success is, therefore, founded on success and backed by an organization of skilled business men, carefully trained engineers and unlimited resources. The New Oakland Fours and Sixes typify and embrace the highest type of motor cars, each part having received the approval of these motor car experts. See the New Oakland before you buy—the car of

Fifty-one Refinements

The New Oakland power plant is silent, flexible and dependable. It is responsive to the slightest movement of the throttle or accelerator.

The New Oaklands are beautiful in body design—distinctive and exclusively OAKLAND. Pure stream line, clean sides and extra broad running boards.

The New OAKLAND cars make riding a pleasure and touring a real recreation.

The New OAKLAND cars not only wear well in service, but also wear well in your regard.

Come See Our Display of Oaklands

The Pollock Car Corporation,
1018 Conn. Ave. N.W. Tel. Main 7837

Chalmers "Light Six" \$1650

Ride in Any Other "Light Six"—then Ride in the Chalmers

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ZELL MOTOR CAR CO.
Phone Main 6097 1405 H St. N.W.

Tire Attacks Which Goodyears are Best Fitted to Resist

The Fiercest Four
These are the four chief tire troubles:

Rim-Cuts Loose Treads Blow-Outs Punctures

Note, for your own sake, how Goodyears meet them in ways exclusive to these tires.

Rim-cuts are impossible in Goodyear No-Rim-Cut tires. We control the way—the only feasible way—to prevent it.

Blow-outs—most of them—occur in weak spots, due to wrinkled fabric. We remove this cause by our "On-Air" cure, which no one else employs.

Loose treads are combated by a patent method, which creates in each tire hundreds of large rubber rivets.

Punctures and skidding are best met by our exclusive All-Weather tread. It is tough and double-thick. The grips are deep, sharp, resistless.

GOODYEAR
AKRON, OHIO
No-Rim-Cut Tires
With All-Weather Treads or Smooth

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO
This Company has no connection whatever with any other rubber concern which uses the Goodyear name

Any Dealer can supply you Goodyear Tires. If the wanted size is not in stock he will telephone our Local Branch